

## EARNINGS OF STEEL JUMP \$15,492,246; SURPLUS IS GREATER

United States Corporation Reports \$27,950,055 Income for Second Quarter of 1915.

### DUE TO EUROPE'S WAR

Striking Progressive Improvement in Industry Shown in Latest Report.

NEW YORK, July 28.—Betterment in the earnings of the United States Steel Corporation, which began last February, with a further gain in March, ran into striking progressive improvement in April, May and June, the figures for those months, the second quarter of the year, showing a total of \$27,950,055 net from \$7,284,499 in April, \$9,930,576 in May and \$11,345,070 in June.

Compared with the corresponding quarter in 1914, total net earnings for the quarter show an increase of \$7,406,456, the forward course of the steel industry being strongly reflected in the make-up of the gain, which represents an increase of \$365,550 for April over April in the year before, an increase of \$2,474,733 for May and an increase of \$4,562,173 for June, the total increase comparing with a decrease in the first quarter as compared with the same time in 1914 of \$5,636,351.

Earnings in the past quarter of the present year of \$27,950,055 compare with \$12,457,809 in the first quarter, the latter being an increase over the final quarter of 1914, the corporation's poorest three-month period, of \$1,524,630.

### Munitions Factories Buying.

In January of the current year net earnings totaled only \$1,687,150, and, as compared with that time the earnings to June last of \$11,345,070, present a gain of \$9,657,920, the improvement being due in great part to the European war, as the manufacturers of munitions have been the best buyers from the United States Steel Corporation in the recent months of its munitions activity.

Earnings of the United States Steel Corporation in June were at the rate of more than \$4,000,000, and they would indicate that the net results in the current quarter would be in excess of \$5,000,000, based on the jump in the June return over that reported in May. And as the corporation reported a surplus for the second quarter, after previous dividends of \$2,267,645, the surplus for the third quarter, on a basis of \$4,000,000 net earnings, would be close to \$2,000,000, making the surplus for the second and third quarter more than \$2,000,000, or \$6,000,000 in excess of the total deficit reported by the corporation in the recent period of depression in the steel industry.

### Common Stock Dividends.

Dividends on the common stock of the United States Steel Corporation were passed early in the year, and in the first quarter the corporation was compelled to dig into surplus account to make up its preferred dividend. On the basis of the present progressive improvement in its business the corporation would be able to resume dividends on its common in October of this year.

Net earnings of the corporation in the last quarter of \$27,950,055 compare with previous quarters as follows: \$12,457,809 in the first quarter, March 31, last, \$10,533,170 in the quarter ended December 31, last, \$22,276,092 in the quarter ended September 30, 1914, \$47,589 in the quarter ended June 30, 1914, \$1,394,381 for the quarter ended March 31, 1914; \$23,450,404 for the quarter ended December 31, 1913; \$41,219,810 for the quarter ended September 30, 1913; \$35,185,557 for the quarter ended December 31, 1912; \$30,063,512 for the quarter ended September 30, 1912; \$25,102,255 for the quarter ended June 30, 1912; \$17,824,973 for the quarter ended March 31, 1912; \$23,105,118 for the quarter ended December 31, 1911; \$22,728,778 for the quarter ended September 30, 1911; and \$28,108,520 for the quarter ended June 30, 1911.

### Old-Time Surplus Back.

The surplus of \$2,267,645, after preferred dividends in the last quarter, compares with a deficit of \$3,385,981 for the March quarter, a deficit of \$6,606,283 for the December quarter of 1914, a surplus of \$8,479 for the September quarter; a deficit of \$5,188,227 for the June quarter of 1914; a deficit of \$6,283,644 for the quarter ended March 31, 1914; a deficit of \$1,022,204 for the quarter ended December 31, 1913; \$1,218,778 surplus for the quarter ended September 30, 1913; \$13,019,975 surplus for the quarter ended December 31, 1912; \$2,434,801 surplus for the quarter ended September 30, 1912; \$56,483 surplus for the quarter ended June 30, 1912; \$25,224,134 deficit for the quarter ended March 31, 1912; \$8,628 surplus for the quarter ended December 31, 1911; \$2,745,494 surplus for the quarter ended September 30, 1911; \$1,800,177 surplus for the quarter ended June 30, 1911.

### Invisible Aeroplanes

Now Used by Germans

LONDON, July 28.—Germany has a new squadron of aeroplanes which are practically invisible at 3,000 feet and quite invisible at the height of 6,000 feet to the naked eye, according to an article in the Cologne Gazette just arrived here.

The invisibility, it is said, is obtained by covering the planes with cotton instead of the usual canvas. Cotton is explained to be the invention of a German named Knaebel.

It is a chemical combination of cellulose and acetic acid, which makes it exceedingly tough, transparent, reliable and non-inflammable. The new machines are already in use, it is said.

### Negro Must Hang for Attack on White Girl

DENTON, Md., July 28.—Alexis Sheppard, a negro, is under sentence of death for an attack upon Miss Mildred Clark, fifteen-year-old daughter of Mr. and Mrs. Finch Clark, of Federalsburg, on July 15. The verdict satisfied the hundreds of Eastern Shore men, who gathered here from all parts of Maryland and adjacent counties, and who last night surrounded the jail, threatening to lynch the negro. The governor will fix the date for execution.

## Congressional Inquiry On Maritime Disaster Now Regarded Certain

Effort Will Be Made to Strengthen Case of Seamen's Law, Which Has of Late Been Target for Much Criticism—Charge Will Be Made of Unseaworthiness of Ship Sent to Europe.

By JUDSON C. WELLIVER.

When the steamboat inspection service is brought to bar for explanation of conditions that led to the Eastland catastrophe in Chicago, a variety of charges involving marine disasters will also be brought forward.

A Congressional investigation is now regarded as certain, and in this investigation effort will be made to strengthen the case for the seamen's law which lately has been under the guns of adverse criticism by reason of the charge that it is driving ships away from American registry.

### WEAKNESS OF SERVICE.

Among the most impressive stories that will be told, by way of illustrating the weakness of the present steamboat inspection system, will be one dealing with the amazing processes that permitted an unseaworthy vessel to be sent to Europe last autumn with the great cargo of Red Cross supplies, nurses, and physicians, for employment on the battlefields.

It will be charged that the ship was not fit to sail, and that her condition was, in fact, such that if she had encountered bad weather a great disaster might have been the result. The entire responsibility is laid at the door of the inspection service, and the divisions of what happened shows just wherein the inspection is bad and the system makes it worse.

The fundamental difficulty is that ships are inspected and certified by the same officials who issue licenses to ship officers. An inspection of the ship is made by the inspectors, and the officers are licensed by the same officials. The inspectors are not supposed to be entirely separate.

### Personnel and Material.

One deals with personnel, the other with material. It is even proposed that they ought not to be under the same department of the government, and it is suggested that the inspection service be reorganized and left with the Department of Commerce while the business of licensing ship officers be transferred to the Department of Labor.

In the Eastland case the charge has been made that an inspection official for the Great Lakes district authorized the increase of the Eastland's passenger-carrying allotment from 2,600 to 2,800, and that shortly thereafter the son-in-law of this inspector was made chief engineer of the vessel.

It is continued down to the day of the disaster.

Cases not unlike this, in which steamship officers are alleged to have secured privileges or immunities because they were acquiescent when inspection was bad, or in which they were punished for complaining of bad inspection, are declared to be numerous enough to demand attention.

### Steamer Red Cross.

One of these is the case of the steamship Red Cross. What was determined by the ship's officers and the American Red Cross Society chartered the Hamburg-American liner Hamburg, an old vessel of about 11,000 tons displacement. She had been regularly inspected in October of this year, and certification of the inspection service. The event proved, seemingly, that she ought not to have been certified at all. Admiralty inspectors, by a special act of Congress and rechartered the Red Cross, the vessel was placed in command of Captain Arthur Rust, a retired naval officer. It was at first intended that she should carry her old crew, mainly Germans, but objections of the United States Navy to the proposed modifications had kept her largely a new crew, composed of Americans, although her officers and holding full citizenship papers.

This necessitated a general shifting. The members of the old crew were discharged, and such as remained on the vessel were in a bad frame of mind. Captain Rust had much of the auxiliary machinery taken out and repaired. He had had no time for a thorough inspection before taking the vessel, and had been compelled to accept the certification of the New York inspectors and the Hamburg-American officials, all of whom passed the boat as in good order.

The Palmouth overhauling developed that the machinery was in a generally unseaworthy condition. In one of the large fire and bilge pumps a highly necessary and important piece of paraphernalia—it was found that so many of the disc valves were missing as to make the pump almost worthless. Also that so many tubes in the boilers had been plugged as greatly to reduce the

## PARTY LEADERS SEE SUCCESS NEXT YEAR

Chairmen McCombs and Hillis Declare Their Respective Organizations Cannot Lose.

By LOWELL MELLETT.

NEW YORK, July 28.—William F. McCombs, chairman of the Democratic National Committee, and Charles D. Hillis, chairman of the Republican National Committee, made their first official predictions on the 1916 election today.

They didn't issue statements, but they understood; they suffered themselves to be asked what they thought of prospects, and they gave their hopeful opinion. It wasn't much like the year preceding the campaign of four years ago; in fact, each of the chairmen was rather startled by the sight of a reporter. However, recovering, they said:

HILLIS: "We have every expectation of winning. The country is dissatisfied with the Democratic Administration, getting more so every day, and is ready to return to the Republican party. Every report I get from all parts of the country indicates this. So does every election that's held."

### A Foregone Conclusion.

McCombs: "Unless there is some decided change in the situation it will not be necessary for either party to establish headquarters next year. The result is a foregone conclusion, as things stand now. The Democratic party is enjoying an unexampled pre-eminence that is not likely to be lost for many years."

### Complained of Conditions.

Assistant Engineer McClarity, utterly disgusted at the condition of the ship, without consulting his superiors, and thinking he was perfectly correct in his course, wrote a letter to the inspection officials in New York describing conditions and complaining that such conditions were passed by the inspectors. The facts got into the newspapers at Rotterdam, and thus the Hamburg-American officials were forewarned and given opportunity to defend.

When the ship at length got back to New York, McClarity found to his amazement that he, instead of the steamboat inspection, was on trial. His report and complaints, the attitude of the inspection service was such as to suggest that McClarity was a malefactor.

One director of the Hamburg-American line openly made threat that McClarity would be persecuted for making his report and complaints. The attitude of the inspection service was such as to suggest that McClarity was a malefactor.

Wilson Real Issue.

"There is no domestic issue—that the people listen to—possible for the Republicans to raise," said McCombs. "As regards foreign questions, I think the people are thinking about all the time cannot be disregarded. The chief foreign question is the tariff. It is in the manner in which President Wilson has handled the situation brought about by the European war. As for domestic issues, perhaps the tariff is meant. Well, if Congressmen Dingley were called back from the grave, he would write a tariff schedule 'protective' enough to make a particle of difference in American business affairs."

And away in his office, Chairman Hillis has stacks of figures that have been held since the last Presidential election. They show, he says, that the country is swinging back to its ancient Republican majority.

Every normal State will be Republican next fall, he said, and he named New York, West Virginia, Ohio, New Jersey, Indiana, Nebraska, and Nevada as stray sheep he expects back in the fold. He confessed to considerable satisfaction in the figures that have been filed away on the city of St. Louis since the election of 1912. In that election the Republican majority was 12,000, until the election of this summer, when the Republican majority was 2,000. The significant thing was that the steady gain through re-elections in St. Louis—not the last majority. Republicans hope to carry Missouri in consequence, he asserted.

### Predicts G. O. P. Year.

"What I don't understand," said the optimistic chairman, "is the statement reported to Boies Penrose and made by some others, that there is a chance for us to capture the Senate next year. The fact is that if it is a Republican year, we're bound to capture the Senate. We only have to win in Republican States to win back a majority of the Senate. And it'll be a Republican year, I am confident."

Chairman McCombs said figures party being a contention as it looks now—is a restoration of the entente with Roosevelt and his personal following. And nobody knows what Mr. Roosevelt will do, I'm sure."

### Are Too Good Officers.

Retired naval officers stand low in the regard of the big steamship companies, because they invariably refuse to take vessels "in bad condition," they know what inspection is and ought to be, and will not keep quiet; they decline to become parties to pleasant little arrangements between inspection service and owners. So they cannot get employment in the big lines, and the how excellent their recommendations and records. They are literally too good officers to be available.

It is a grave thing for a steamship officer to get into the bad graces of a company by reason of kicking up too much over a matter as inspection; if he doesn't lose his license, he may lose his position, and when blacklisted with one company his chance with any other is about ruined. Thus all elements co-operate to break down the value of the inspection.

### Women's Health

may be protected by keeping the blood pure, the stomach well, the liver active and the bowels regular by using in boxes, with full directions, 10c and 25c

### Before Retiring

Unpleasant effects from a late supper may be quickly dispelled and restful sleep assured by taking a dose of

### NEW HOTEL

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## Logan Cocktail Is Latest N. Y. Drink

To Be Sure, Bars Are Not Serving New Drink Widely, But Just Now!

NEW YORK, July 28.—"Lips that touch lemon juice may always touch mine," is to be the new temperance hymn, written by William Jennings Bryan, one-time grape juice devotee. The man who put the Bryan split, made of grape juice and a frayed straw, on the soda fountain bill-of-fare a few weeks ago has devised a new drink, the Logan cocktail, named after the loganberry, San Francisco informant.

"Have you a drink made from the loganberry?" an earnest seeker after new sensations of the palate asked a Park Row attendant.

"What?" countered the attendant, "is a loganberry?"

"A loganberry," he was told, "is a hybrid between a raspberry (rubus idaeus) and a blackberry or bramble (rubus fruticosus)."

"We have some half-and-half," said the attendant.

Diligent search among soda fountains disclosed one man who once had had a "loganberry freeze." The recipe was as follows:

"Into a fancy lemonade glass half filled with shaved ice put 1/4 ounce of lime juice and 1 ounce of fresh loganberry syrup. Fill the glass with plain water, pour from glass to shaker and vice versa, put in straw, then float 1/4 ounce of grape juice on top, so as to trickle down the side of the glass. Decorate the top with a sprig of mint and a red cherry."

## SAYS MRS. DREXEL KNOWS ASSAILANT

Authorities Believe He Is Man Discharged By Her for Abusing His Wife.

ISLESBORO, Me., July 28.—Although Mrs. G. W. C. Drexel, of Philadelphia, refused to make any statement to reporters about the assault upon her Saturday afternoon near her summer home at North Islesboro, Maine, she was pushed over a forty-foot cliff and saved from the rocks beneath by the branches of a tree, the identity of her assailant is known to her.

The man is said to be a one-time employee on the Drexel farm near Philadelphia, who was recently discharged by Mrs. Drexel for abusing his wife. He made threats at the time and is believed to have followed her to Islesboro, bent upon mischief. It is thought that he landed Saturday forenoon in a small boat and concealed himself in the shrubbery until he saw Mrs. Drexel alone on the path above the cliff.

According to the story of those who responded to Mrs. Drexel's cries of help, the man, who the next time I get you I will kill you," as he shoved her over the bank. He wore a false beard, but Mrs. Drexel recognized him as the man who had been discharged by her. When the alarm was given the whistle of the Drexel yacht in the harbor, the man fled down and the crew, together with sailors from several other yachts in the harbor, were rushed ashore to aid in the fruitless search for her assailant.

## Government Soon to Hold Tests for Agriculturists

An open competitive examination to compile a list of eligibles for appointment as agriculturists in extension work, under the States Relations Service of the Department of Agriculture at salaries of from \$2,000 to \$2,750 a year, has been announced by the Civil Service Commission.

The examination is open to men only. Applications for admission to the examination must be on file by August 17. The duties incumbent upon these positions are to assist in the administration and co-operative agricultural extension work in the Northwestern and Western States.

## Motor Car Runs Over Sisters, Aged 10 and 12

GLEN COVE, L. I., July 28.—Two sisters, ten and twelve years old, of the name of Hawowski, were run over on Cedar Swamp road by an automobile belonging to Mrs. E. Cartledge, of East Neck, Long Island, when Mrs. Cartledge was Dr. Smith Ely Jelliffe, the alienist, of New York.

The accident occurred near Glen Head, where the car was said to be taken to the Nassau County Hospital with a fractured skull. Her sister was able to go home.

## BIDS OPENED FOR NEW YORK SUBWAY

Provide for Construction of Two Sections on Important Links of Dual System.

NEW YORK, July 28.—Bids have been opened by the public service commission for the construction of two sections on two of the most important links of the dual subway system in Manhattan and Brooklyn, namely, one section of the Broadway subway in Manhattan and one section of the Eastern Parkway subway in Brooklyn. In addition to these bids, the commission opened bids for the supply of rolled manganese rails for use on all lines of the dual system not already provided for.

According to unofficial figures, Rodgers & Hagerly, Inc., of New York, submitted the lowest bid for the construction of the Eastern Parkway section. Their bid was \$2,170,000. The bid of the Holbrook, Cabot & Rollins Corporation of \$3,741,000 is the lowest for the Manhattan line.

For the steel rails the Manganese Steel Rail Company, of New York, submitted the lowest bid, \$283,591.60.

The Broadway section begins at Thirty-eighth street and runs north under Broadway to Forty-second street, where it crosses under the line of the existing subway and continues north through Seventh avenue to Fifty-first street.

The plans call for a four-track railroad, with an express station at Forty-second street and a local station at Forty-ninth street. Each bidder was required to submit with his bid a certified check for \$75,000, and the successful bidder will be required to give a bond for \$200,000, and as further security the city will retain 15 per cent of the monthly payments to the contractor until 10 per cent of the total estimated amount has been deducted. The contracts allow twenty months in which to complete the railroad for operation.

The Eastern Parkway route runs under Eastern Parkway, Brooklyn, from Nostrand avenue to Bialo avenue. It will be a four-track road, with stations at Kingston and Utica avenues, the latter an express station. The successful bidder will have to put up a bond of \$200,000 and must complete the section in twenty months.

## Would Be Mayor Only At Wages of \$1 a Year

READING, July 28.—Dr. F. H. Drobet, head of the Taxpayers' League, who is being urged to become a candidate for mayor, in a statement declared that the only condition upon which he would accept was that the salary should be reduced from \$3,500 annually to \$1 a year.

Doctor Drobet is one of Reading's wealthiest citizens, and has been responsible for the conviction of city officials for grafting.

## Cunarder Carpathia Is Chased by U-Boat, Report

NEW YORK, July 28.—The Cunard liner Carpathia, which arrived here from Liverpool, was chased by a submarine off the Irish coast Sunday, July 18, according to several of her passengers.

The Carpathia brought 120 passengers.

Furs Repaired and Remodeled at Summer Prices. NEW STORE

**Sizman, Cohn Co.**  
G Street, Corner 12th

**Stupendous Purchase of  
Smart Summer Dresses!**  
On Sale at 50c to 60c on the Dollar!

These Dresses Are Just What You'll Need For Your Vacation, and You'll Save Money

These dresses are beautiful and exclusive models, and were purchased at 50 to 60 cents on the dollar, and we have marked them correspondingly.

In a great variety of attractive foreign and American styles, including tailored and novelty effects and smart combinations. In every fabric and almost every color.

We have divided these dresses in four lots and the descriptions and prices are given below. Sale starts tomorrow morning.

**Lot 1—**  
Dresses up to \$10.00... **\$3.95**  
Crepe pongee linen dresses in black, white, stripe voiles, etc. In broken sizes up to 42. Wonderful values and while they last we quote the price of \$3.95.

**Lot 2—**  
\$18.75 to \$22.50 Dresses... **\$10.75**  
Another lot of Black crepe de chine Taffeta, net and fancy white dresses. Plain white figured and striped voiles. Good range of sizes, plenty of 36 and 38. All new and most desirable styles. Many only one of a kind.

**Lot 3—**  
\$13.75 up to \$15.00 Dresses... **\$8.75**  
Dresses in Voile, Combination trimmed. All white with fancy coatee effects. Also black and white check coat with linen skirt. Sizes up to 42.

**Lot 4—**  
\$25 to \$45 Dresses... **\$15.00**  
They represent the season's best styles, in silk, crepe meter, crepe de chine, nets, Georgette, Linenes, etc., and showing the new Princess effect. Tunic, pleated skirts, black, colors and plenty of white.

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\$1.80 per case of two dozen  
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